WHAT IS CLAIMED IS:

1. A control apparatus for a vehicle that is provided with an engine and an automatic transmission connected to the engine, the control apparatus comprising:

a detection device which detects an operating state of the transmission;

a torque regulating mechanism which regulates a torque of the engine; and

a controller which functions to:

when the operating state of the transmission is a predetermined operating state and the torque of the engine is to be reduced, make a selection, based on the operating state of the transmission, between a first torque reduction control whereby the torque of the engine is reduced rapidly and temporarily, and a second torque reduction control whereby the torque of the engine is reduced continuously, and more smoothly than in the first torque reduction control, and

reduce the torque of the engine by the selected one of the first torque reduction control and the second torque reduction control.

2. A control apparatus according to claim 1, wherein the controller further functions to delay an ignition timing of the engine, thus reducing the torque of the engine, when the first torque reduction control is selected.

3. A control apparatus according to claim 2, wherein the controller further functions to switch to the second torque reduction control when the first torque reduction control continues for a predetermined period of time.

4. A control apparatus according to claim 1, wherein the controller further functions to cut off, or reduce, the amount of fuel supplied to the engine, thus

reducing the torque of the engine, when the first fuel reduction control is selected.

5. A control apparatus according to claim 4, wherein the controller further functions to switch to the second torque reduction control when the first torque reduction control continues for a predetermined period of time.

6. A control apparatus according to claim 1, wherein the controller further functions to reduce an intake air amount of the engine, thus reducing the torque of the engine, when the second torque reduction control is selected.

7. A control apparatus according to claim 1, wherein the controller further functions to compute the amount of torque reduction of the engine when the torque of the engine is reduced, based on a torque transmittable by the transmission and based on a torque input to the transmission.

8. A control apparatus according to claim 1, wherein the controller further functions to reduce the torque of the engine when the torque input to the transmission exceeds the torque transmittable by the transmission.

9. A control apparatus for a vehicle that is provided with an engine and an automatic transmission connected to the engine, the control apparatus comprising:

means for detecting an operating state of the transmission;

means for regulating a torque of the engine;

means for making a selection when the operating state of the transmission is a predetermined operating state and the torque of the engine is to be reduced, based on the operating state of the transmission, between a first torque reduction

control whereby the torque of the engine is reduced rapidly and temporarily, and a second torque reduction control whereby the torque of the engine is reduced continuously, and more smoothly than in the first torque reduction control; and

means for reducing the torque of the engine by the selected one of the first torque reduction control and the second torque reduction control.

10. A control method for a vehicle that is provided with an engine, an automatic transmission connected to the engine, a detection device which detects an operating state of the transmission, and a torque regulating mechanism which regulates a torque of the engine, the control method comprising:

making a selection when the operating state of the transmission is a predetermined operating state and the torque of the engine is to be reduced, based on the operating state of the transmission, between a first torque reduction control whereby the torque of the engine is reduced rapidly and temporarily, and a second torque reduction control whereby the torque of the engine is reduced continuously, and more smoothly than in the first torque reduction control; and

reducing the torque of the engine by the selected one of the first torque reduction control and the second torque reduction control.